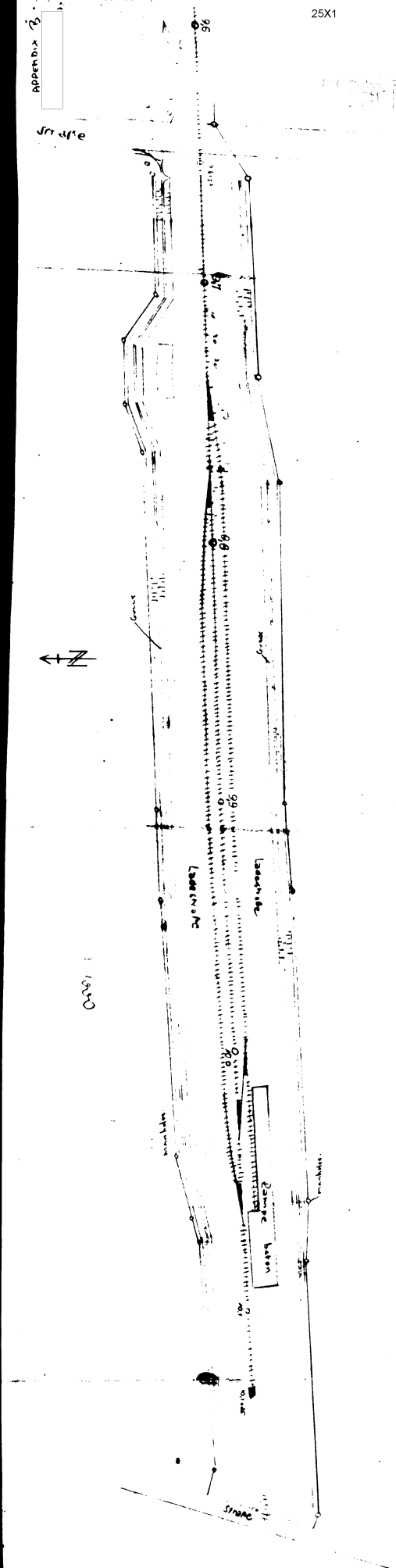


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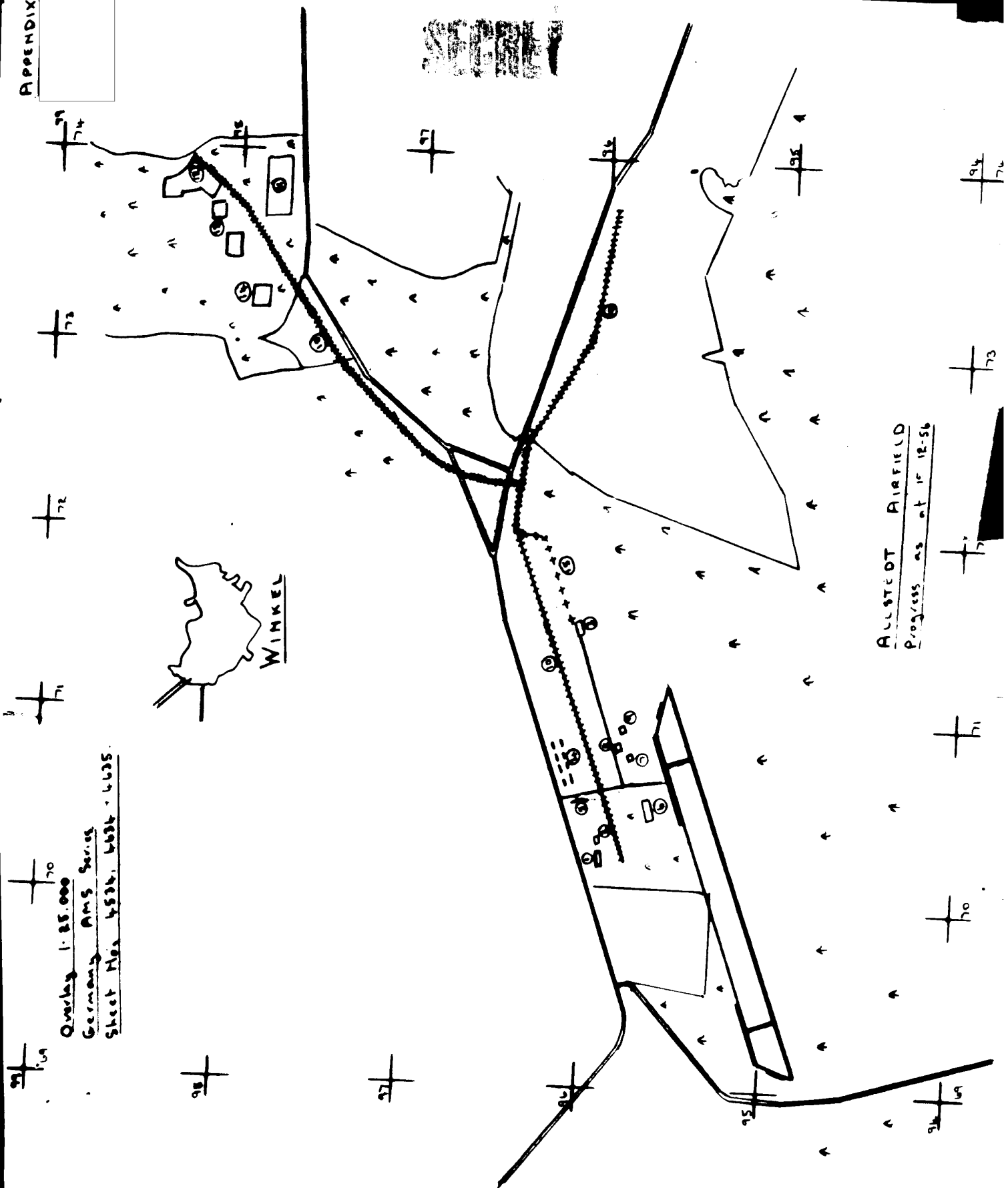
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APPENDIX 3



APPENDIX A

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ALLSTEDT AIRFIELD
Progress as of 12-56

SECRETWEST GERMANY

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AIRALLSTEDT Airfield Construction Progress, as
at 15 Dec 56

25X1

All map references are taken from GERMANY 1:25000 AMS series
M 841 Third Edition, Sheet Numbers 4634, 4635 and 4534.

APPENDICES

Attached at Appendix "A" is an overlay from local 1:25000 maps, showing the relative positions of the main features of this airfield.

Attached at Appendix "B" is an overlay from a scaled working diagram showing the layout of the permanent rail spurs in the vicinity of the main offloading ramp on the main domestic site. Adjoining either side of this spur there is a series of drainage gullies.

1. GENERAL

The majority of the personnel working on this site, mainly from the Bau Union BRANDENBURG, have now been withdrawn, together with the SAF construction company. A small number of specialist firms are now engaged on completing the various installations, and completing the domestic site and ammunition depot.

2. RAIL SPURS

The entire airfield rail spur extending back as far as QUERFURT WEST station has been overhauled and where necessary relaid.

The main spur terminates at approx. MR 703 958 (see point 10 of Appendix "A" and sketch at Appendix "B"), and a parallel loop track has been overhauled, adjoining the nearby extensive concrete ramp.

The smaller siding that previously left the main spur at approx. MR 719 965 and proceeded as far as the second fuel storage installation, has now been completely dismantled.

The recently laid new rail spur which branches off at MR 723 964, and proceeds NORTHWEST as far as approx. MR 738 988, has now been completed and is being used for the carriage of supplies and building material to the various sites in this area.

3. AIRFIELD FUEL STORAGE DEPOTS

a) There are 3 fuel storage depots situated on or in the vicinity of the airfield, none of which have been fully completed or is serviceable.

- (i) At approx. MR 703 959, there is a semi-underground installation comprising 24 buried tanks, each of 24000 litre capacity. These tanks are in 4 beds, each of which has a concrete floor on which a series of concrete saddles have been built. As yet, there are no systems of interconnecting pipelines, or linkage to any form of discharge equipment near the adjoining rail spur.

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- (ii) A second similar fuel storage installation is located at approx. 714 963. Although several knowledgeable workmen have stated that this fuel installation is identical in layout and capacity to No. 1. fuel depot, only 2 beds each known to contain 6 x 24000 litre fuel tanks have actually been observed.

There are no discharge points or associated pipelines in use at this second installation.

- (iii) The third fuel depot is located at approx. MR 732 979 and has been prepared ready for the installing of the fuel tanks. 4 concrete beds, each having a row of associated concrete cradles have been laid down, and a number of 24000 litre fuel tanks, identical to those in the other 2 installations, have been brought on to the site. At present there are approx. 15 of these tanks lying alongside the railway track at approx. MR 717 964.

b) All 3 installations are located approx. 30 - 40 metres back from the main rail spur, and as yet have no concrete approach roads.

c) The firm of FAKINER of DESSAU are at present working on these fuel installations.

4. AIRFIELD FEATURES

a) Storage Depots

At approx. MR 736 979 and 738 980, there is an extensive brick storage building under construction. Each building is of normal light brick construction, and will be single storied when completed. Ground measurements so far are estimated to be 50 metres x approx. 15 metres (see point 13 of Appendix "A").

b) Runway lighting

A series of permanent concrete lamp holders is being installed along the entire edge of each side of the runway, the sockets being spaced approximately 50 metres apart.

c) Former Hunting Lodge

The former hunting lodge located at MR 707952 has now been demolished. A strip approx. 75 metres in width has been completely cleared and levelled along the entire length of each side of the runway, this former hunting lodge being near the edge of one of these cleared strips.

d) Transformer/Generator Station

It is rumoured that an electric transformer or small generator station is to be built in the WESTERN approach funnel at approx. MR 686 946. At the moment, there are no positive indications to confirm this rumour.

e) Boilerhouse

The brick building at MR 709 959 (point 7 of Appendix "A") is now known to be a relay station (SCHALTHAUS). As yet there are no electrical equipments installed in this building.

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5. NEW PROJECTS

A small number of specialist personnel from the Bau Union BRANDENBURG are proceeding to 2 new sites close to MERSEBURG. The personnel have been instructed to report early in January to offices in the villages of FRANKLEBEN and KRUMPE. As yet no details of the nature of these construction sites are available.

KEY TO APPENDIX "A"

1. Underground fuel storage installation consisting of 24 x 24000 litre fuel tanks.
2. Concrete water container.
3. Underground fuel storage installation, consisting of at least 12 and believed 24 buried 24000 litre fuel tanks.
4. Domestic site comprising 8 single storied brick built barrack blocks with ablutions.
5. Permanent brick built guard room , and site of recently demolished contractors' headquarters.
6. Permanent brick built workshops building measuring approx. 45 metres x 15 metres.
7. Relay station under construction.
8. Accumulator station under construction.
9. Oxygen/compressed air store under construction.
10. Recently overhauled permanent normal gauge railway track.
11. New permanent domestic site comprising double storied barrack blocks under construction.
12. Site of ammunition depot under construction.
13. Storage site comprising 2 shallow brick built buildings.
14. New underground fuel storage installation under construction.
15. Former rail track to fuel depot now demolished.

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